

Short North Parking Pilot Comparison			
	Original City Proposal	DRAFT Revised City Proposal	Changes Based on Public Input
Boundaries	<ul style="list-style-type: none">• The gray shaded area in the permit zones will become “paid” parking for visitors to the area<ul style="list-style-type: none">○ Study recommendation: On-street parking should be priced higher than private parking to create turnover for residents during peak demand hours• The unshaded area in the permit zones will remain “free” parking• See map	<ul style="list-style-type: none">• Boundaries have been adjusted based on public input• Paid area has been expanded to include a larger area to encourage visitors to use garages, surface lots, and alternative options• In permit areas (non-metered), all paid parking would be pay-by-cell only, no kiosks<ul style="list-style-type: none">○ All meters will accept coin, credit card, and pay-by-cell• Still vetting 5th Ave in Zones E and F• See map	<ul style="list-style-type: none">• Western boundaries were adjusted• Paid area has been expanded• Weinland Park boundaries have been adjusted
On-Street Restriction	<ul style="list-style-type: none">• In the “free” areas of each permit zone, below are two options:<ul style="list-style-type: none">○ 3 hour on-street restriction at all times; OR○ 6 hour on-street restriction Monday through Friday from 7 a.m. – 4 p.m. and a 3 hour restriction at all other times of the day• In the “paid” areas of each permit zone, below are three options:<ul style="list-style-type: none">○ 3 hour on-street restriction at all times; OR○ 3 hour on-street restriction with the ability to purchase one additional hour; OR○ 3 hour on-street restriction with the ability to purchase up to an additional 3 hours Monday through Friday from 7 a.m. – 4 p.m. and a 3 hour restriction all other times of the day• Zone F will maintain a 3 hour on-street restriction at all times due to the significant daily impact from the university, medical center, and Battelle• Permit holders are not held to the hourly on-street restriction or required to pay for on-street parking in the “paid” permit zones. This does NOT include single space meter locations	<ul style="list-style-type: none">• Daytime Monday through Friday 8am-4pm<ul style="list-style-type: none">○ 6 hour restriction○ Daytime rate: starting rate \$1.00 per hour (will be adjusted based on occupancy)• Evening/overnight Monday through Friday 4pm-8am<ul style="list-style-type: none">○ 3 hour restriction○ Evening rate (4pm-10pm): starting rate \$2.50 per hour (will be adjusted based on occupancy)○ 10pm-8am free parking for 3 hours• Saturday<ul style="list-style-type: none">○ 3 hour restriction at all times○ Paid parking will be enforced 8am-10pm: starting rate \$2.50 per hour (will be adjusted based on occupancy)• Sunday<ul style="list-style-type: none">○ Sundays and holidays will remain free parking• Permit holders (residential, guest, and business) are not required to pay hourly rate or follow the hourly on-street restriction• Meter rates will mirror side streets<ul style="list-style-type: none">○ 8am-4pm: starting rate \$1.00 per hour○ 4pm-10pm: starting rate \$2.50 per hour○ 10pm-8am: free• Paid Parking<ul style="list-style-type: none">○ All paid parking in permit zones (excluding meters) will be pay-by-cell only and users will not have the option to pay for additional time beyond the posted restriction• Permit Zone F<ul style="list-style-type: none">○ The Circles will keep the existing daytime restriction and will be included in Zone F○ The remaining zone will be paid streets with a 3 hour restriction at all times	<ul style="list-style-type: none">• Paid streets will begin at 8am and end at 10pm with enforcement ending at 2am. Enforcement may be adjusted is issues arise.• Permit Zone F<ul style="list-style-type: none">○ The Circle will be included in Zone F but will maintain a daytime restriction due to minimal evening impacts to parking○ The remaining streets in Zone F will have a 3 hour restriction at all times due to daytime and evening parking demands

Residential Parking Permits	<ul style="list-style-type: none"> • Fees & Renewals <ul style="list-style-type: none"> ○ Annual Fee: \$50 per permit <ul style="list-style-type: none"> ▪ Prorated cost if purchased after June 30: \$25 ▪ Replacement cost <ul style="list-style-type: none"> • If lost or stolen: full cost of permit (\$50) • If changing vehicle info: free ○ Annual Renewal: expires January 31st • Permits <ul style="list-style-type: none"> ○ 2 permits per household ○ New multi-family developments are not eligible for residential parking permits ○ High Street buildings with residential units will not be eligible for residential parking permits <ul style="list-style-type: none"> ▪ Existing High Street multi-family units that currently receive residential parking permits will be grandfather in and continue to receive permits ○ Multi-family dwellings with four or more units that have available off-street parking will not be eligible for residential parking permits (still determining the feasibility) 	<ul style="list-style-type: none"> • Fees & Renewals <ul style="list-style-type: none"> ○ Annual fee: \$25 per permit <ul style="list-style-type: none"> ▪ Prorated cost if purchased after June 30: \$15 ▪ Replacement cost <ul style="list-style-type: none"> • If lost or stolen: full cost of permit (\$25) • If changing vehicle info: free ○ Annual Renewal: expires January 31st • Permits <ul style="list-style-type: none"> ○ 2 permits per household <ul style="list-style-type: none"> ▪ Those needing more than 2 permits may appeal to the Director • City is currently exploring the option for a permit fee waiver for eligible residents • High St residents with no off-street parking will be eligible for permits • New or change of use multi-family dwellings (rentals and condos) will not be eligible for residential parking permits • Multi-family dwellings with four or more units that have available off-street parking will not be eligible for residential parking permits <ul style="list-style-type: none"> ○ Public Service will hire an employee to help gather information about existing multi-family dwellings ○ Condo owners are property owners and should have access to permits. The exception may be high-rise condo buildings ○ Need to clearly define “access to off-street parking” ○ Need to determine the criteria for this provision ○ Will need to review all fair housing laws to make sure the City is abiding by all rules 	<ul style="list-style-type: none"> • Reduced annual fee to \$25 to be consistent with the residential parking permits city-wide • High Street residents that do not have off-street parking will have access to residential permits based on the provisions of the multi-family provision • City is currently exploring the option for a permit fee waiver for eligible residents
Guest Hangtags and Passes	<ul style="list-style-type: none"> • Available online or at the PVB and must provide the license plate number of visitor to make enforcement efficient. There are several options depending on the needs of the visitor: <ul style="list-style-type: none"> ○ 1 day pass: \$5.00 each, 100 passes per year (first 5 for free) ○ 3 day pass: \$10 each, 7 passes per year ○ 7 day pass: \$20 each, 4 passes per year ○ 30 day pass: \$40 each, 2 passes per year <ul style="list-style-type: none"> ▪ If lost or stolen, must purchase a new permit • Visitor hangtags will no longer be issued in the pilot area • Residents who are eligible for a parking permit but have off-street parking may register with PVB to obtain access to visitor permits. (still working with vendor to determine 	<ul style="list-style-type: none"> • Change name to “guest” instead of “visitor” • One guest hangtag will be issued per household with the purchase of a residential parking permit • Residential permit holders will have access to purchase a bundle of one-day guest passes <ul style="list-style-type: none"> ○ 1 pass for \$2 ○ 5 passes for \$10 ○ 10 passes for \$20 ○ 20 passes for \$40 • Permit holders may purchase up to 100 one-day guest passes per year • Purchasing one-day guest passes <ul style="list-style-type: none"> ○ May be purchased at PVB or the Permits Office <ul style="list-style-type: none"> ▪ Guest will be required to write their license plate 	<ul style="list-style-type: none"> • Eligible residents will receive one guest hangtag per household • Changes to one-day guest passes <ul style="list-style-type: none"> ○ Will have 3 options for purchasing: <ul style="list-style-type: none"> ▪ Online ▪ Parking Violations Bureau ▪ Permits Office at 50 W. Gay St ○ Reduced the cost of one-day guest passes from \$5 each to \$2 each ○ Will sell one-day guest passes in bundles to provide more flexibility

	the feasibility)	<ul style="list-style-type: none"> number on the guest pass at the time of use <ul style="list-style-type: none"> May be purchased online <ul style="list-style-type: none"> Will require the permit holder to enter the license plate number of their guest Residents who are eligible for a parking permit but have off-street parking may register with PVB to obtain access to a guest hangtag and guest passes Multi-family developments not eligible for a permit may purchase up to 100 one-day guest passes per year 	
Business Permits	<ul style="list-style-type: none"> Fees & Renewals <ul style="list-style-type: none"> Annual Renewal: January 31st (currently May, will extend current year to accommodate) High Street Businesses – 2 per business <ul style="list-style-type: none"> Annual fee: \$100 per permit <ul style="list-style-type: none"> Replacement cost: \$100 Prorated cost if purchased after June 30: \$50 Off-High Street Businesses – 2 per business <ul style="list-style-type: none"> Annual fee: \$50 per permit <ul style="list-style-type: none"> Replacement cost: \$50 Prorated cost if purchased after June 30: \$25 Business permits provide access to legally park in the permit zone of the business location 	<ul style="list-style-type: none"> Fees & Renewals <ul style="list-style-type: none"> Annual Renewal: January 31st (currently May, will extend current year to accommodate) High Street Businesses <ul style="list-style-type: none"> Annual fee: \$100 per permit <ul style="list-style-type: none"> Replacement cost: \$100 Prorated cost if purchased after June 30: \$50 Off-High Street Businesses <ul style="list-style-type: none"> Annual fee: \$50 per permit <ul style="list-style-type: none"> Replacement cost: \$50 Prorated cost if purchased after June 30: \$25 Permits <ul style="list-style-type: none"> 2 per business Business permits provide access to legally park in the permit zone of the business location 	<ul style="list-style-type: none"> No changes have been made at this time. Will continue meeting with businesses to determine employee options Employee Parking Programs <ul style="list-style-type: none"> City will contract with 3rd party to administer Seed money to implement programs prior to changes in permit parking will be funded by anticipated in-lieu fees Parking Benefit District will be the sustainable funding source The City is partnering with MORPC to find solutions that are safe and affordable Examples of employee programs <ul style="list-style-type: none"> Discounted rates in area garages, including downtown garages Partnering with COTA to utilize Cbus and shuttles for late night employees Free or discounted CTOA bus passes Free or discounted Car2Go and CoGo memberships Emergency ride home program
Enforcement	<ul style="list-style-type: none"> Enforcement is critical to the success of the program. License Plate Readers will allow parking enforcement officers to drive down the street and quickly and effectively enforce residential permits, visitor permit and “paid” streets. The current enforcement hours are 8am – 10pm 	<ul style="list-style-type: none"> Critical to the success of the program Based on proposed on-street restriction, enforcement hours are planned for 8am to 2am Will require additional enforcement staff to operate two vehicles equipped with license plate readers during enforcement hours Essential for pay-cy-cell visitor parking License Plate Readers (LPR) <ul style="list-style-type: none"> Enforcement confirms authorized license plate numbers from residential permits and pay-by-cell transaction databases LPR enforcement <u>does not</u> pull any personal information Personal information is accessed after a citation has been issued 	<ul style="list-style-type: none"> Enforcement hours have been extended to 2am to support the current proposal

		<ul style="list-style-type: none"> ○ LPR data retention policy to be set by City • Enforcement officers will have to physically look for guest hangtags/passes and business permits 	
Parking Benefit District	<ul style="list-style-type: none"> • Percentage of on-street parking revenue is given back to the pilot area to support programs • Employee Parking Program (will require partnerships with garages, Central Ohio Transit Authority, Car2Go, CoGo, etc) <ul style="list-style-type: none"> ○ Possible options: discounted or free COTA bus passes; discounted rates or voucher program in area and downtown garages; use of Cbus and private shuttle to get employee to and from nearby garages outside the district; discounted memberships for Car2go and CoGo; etc. • Validation Program: Provide small businesses the ability to validate parking for a reduced rate in a garage • Shared Valet program: Consolidate several valet programs to increase on-street parking and provide a more user-friendly valet program • Litter clean-up program in the “paid” parking areas • Safety and security programs • Communications and wayfinding programs to help visitors find parking and local attractions 	<ul style="list-style-type: none"> • 50% of on-street parking revenue, after enforcement costs are covered, will be given back to the pilot area to support programs • Employee Parking Program (will require partnerships with garages, Central Ohio Transit Authority, Car2Go, CoGo, etc) <ul style="list-style-type: none"> ○ Possible options: discounted or free COTA bus passes; discounted rates or voucher program in area and downtown garages; use of Cbus and private shuttle to get employee to and from nearby garages outside the district; discounted memberships for Car2go and CoGo; etc. • Validation Program: Provide small businesses the ability to validate parking for a reduced rate in a garage • Shared Valet program: Consolidate several valet programs to increase on-street parking and provide a more user-friendly valet program • Litter clean-up program in the “paid” parking areas • Safety and security programs • Communications and wayfinding programs to help visitors find parking and local attractions 	<ul style="list-style-type: none"> • Determined percentage of revenue to do directed to the Parking Benefit District • Partnership with MORPC to work on employee solutions • Wayfinding solutions <ul style="list-style-type: none"> ○ City is currently installing wayfinding signage along High Street to direct visitors to available parking garages ○ As part of the Streetscape Project, public parking signs will be installed on the signal mastarm pointing visitors to garages ○ As part of the Smart Columbus program, the city is partnering with a parking application that will direct visitors to available parking garages, surface lots, and parking meters in the downtown and Short North areas. Users will have the ability to determine where parking is available, the current rate being charged and the best route to get there. In some garages and surface lots, users will have the ability to reserve a spot and pre-pay for parking. Please note: residential permit parking zones in the Short North will NOT be reflected as available public parking in the parking app, only meter availability will be displayed.
Other		<ul style="list-style-type: none"> • Churches and Schools <ul style="list-style-type: none"> ○ Provide access to one-day guest passes and have the ability to buy passes in bulk for \$2 each • In-home businesses <ul style="list-style-type: none"> ○ Include Airbnb and in-home office ○ Current process allows the resident to choose if they want to obtain a residential parking permit or obtain a business permit but can’t be considered both 	<ul style="list-style-type: none"> • Still researching other alternative solutions for churches and schools • Still researching best practices for in-home businesses

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